

## Element Performance Inspection (EPI) Data Collection Tool

### 3.1.4 Operational Control (OP)

#### ELEMENT SUMMARY INFORMATION

**Purpose of this Element** (certificate holder's responsibility):

- To maintain and exercise operational control and authority over initiating, conducting, or terminating flights.

**Objective** (FAA oversight):

- To determine the effectiveness of the certificate holder's procedures in meeting the desired output of the process.
- To determine if the certificate holder follows its procedures, controls, process measurements, and interfaces for the Operational Control process.
- To determine if there were any changes in the personnel identified by the certificate holder as having responsibility and/or authority for the Operational Control process.

**Specific Instructions:**

- To accomplish this EPI, the inspector should be familiar with the certificate holder's dispatch/flight release software and procedures. The use of a dispatch certificated ASI, if available, would greatly enhance this EPI.
- Element 6.1.1 is an associated EPI that should be reviewed to determine that new captains are not paired with low-time first officers.
- Element 4.3.2 should also be reviewed, as it deals with qualifications and appropriate personnel being assigned to flights (i.e. late night call-outs).

**Related EPIs:**

- 3.1.3 Airmen Duties / Flight Deck Procedures (OP)
- 3.2.1 Dispatch / Flight Release (OP)
- 3.2.2 Flight / Load Manifest / Weight and Balance Control (OP)
- 3.2.3 MEL / CDL Procedures (OP)
- 4.3.2 Appropriate Airmen / Crewmember Checks and Qualifications (OP)
- 5.1.6 Use of Approved Areas, Routes and Airports (OP)
- 6.1.1 Scheduling / Reporting System (OP)
- 6.1.4 Dispatcher Duty / Rest Time (OP)
- 7.1.4 Director of Operations (OP)

#### SUPPLEMENTAL INFORMATION

**Specific Regulatory Requirements (SRRs):**

- SRRs:
  - 119.43(b)
  - 119.43(b)(1)
  - 119.43(b)(2)
  - 119.43(c)
  - 119.47(a)
  - 119.47(b)

- SRRs:
  - 119.5
  - 119.5(f)(1)
  - 119.5(f)(2)
  - 119.5(g)
  - 119.5(h)
  - 119.5(i)
  - 119.5(j)
  - 119.53
  - 119.53(a)
  - 119.53(e)
  - 119.53(f)
  - 119.7
  - 119.7(a)(1)
  - 119.7(a)(2)
  - 119.9(a)
  - 119.9(b)
  - 121.125
  - 121.125(a)
  - 121.125(a)(2)(ii)
  - 121.125(b)
  - 121.127(b)
  - 121.135(a)(1)
  - 121.135(b)(1)
  - 121.135(b)(2)
  - 121.135(b)(3)
  - 121.351(b)
  - 121.395
  - 121.533(a)
  - 121.533(b)
  - 121.533(c)(1)
  - 121.533(c)(2)
  - 121.533(c)(3)
  - 121.533(d)
  - 121.533(e)
  - 121.535
  - 121.535(a)
  - 121.535(b)
  - 121.535(c)(1)
  - 121.535(c)(2)
  - 121.535(c)(3)
  - 121.535(d)
  - 121.535(e)
  - 121.535(f)
  - 121.537
  - 121.537(a)(1)
  - 121.537(a)(2)
  - 121.537(b)
  - 121.537(c)
  - 121.537(c)(1)
  - 121.537(c)(2)
  - 121.537(c)(3)
  - 121.537(d)
  - 121.537(e)
  - 121.537(f)
  - 121.539
  - 121.541
  - 121.551

- SRRs:
  - 121.553
  - 121.555(a)
  - 121.555(b)
  - 121.557
  - 121.557(b)
  - 121.557(c)
  - 121.559
  - 121.559(a)
  - 121.559(b)
  - 121.561(b)
  - 121.569(a)(1)
  - 121.569(a)(2)
  - 121.569(a)(3)
  - 121.569(a)(4)
  - 121.569(a)(5)
  - 121.569(b)
  - 121.599(a)
  - 121.599(b)
  - 121.601(a)
  - 121.601(b)
  - 121.601(c)
  - 121.603(a)
  - 121.603(b)
  - 121.605
  - 121.607(a)
  - 121.607(b)
  - 121.609
  - 121.627(a)
  - 121.631(b)
  - 121.631(c)
  - 121.631(d)
  - 121.667(a)
  - 121.711
  - 121.99(a)
  - 121.99(b)
  - A.008Operational Control
  - A.028Aircraft Wet Lease Arrangements
  - A.029Aircraft Interchange Arrangements
  - A.345Substitute Scheduled Service, Supplemental

**Related CFRs & FAA Policy/Guidance:**

- Related CFRs:
  - Intentionally left blank
- FAA Policy/Guidance:
  - FAA Order 8400.10 volume 6, chapter 2

## EPI SECTION 1 - PERFORMANCE OBSERVABLES

**Objective:** (FAA oversight responsibility): The tasks and questions in this section of the data collection tool (DCT) are designed to assist the inspector in determining if the certificate holder follows its written procedures and controls and meets the established performance measures of the process. To accomplish this, questions have been generated to test both the outputs of the process as well as the process itself. Question 1 and its following subquestions are directed at the output(s) of the process, whereas questions 2-6, when answered, should be directed at the process itself

### Tasks

	To meet this objective, the inspector must accomplish the following tasks:
1.	Review the information listed in the Supplemental Information section of this DCT.
2.	Review the policies, procedures, instructions, and information for the Operational Control process contained in the certificate holder's manual.
3.	Review the last accomplished associated safety attribute inspection (SAI) for this element with emphasis on the controls, process measurements, and interface attribute section responses.
4.	Observe the Operational Control process to gain an understanding of the procedures, instructions, and information contained in the certificate holder's manual.
5.	Discuss the Operational Control process with the personnel (other than management) who perform the duties and responsibilities required by the process.

### Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Determine whether the following performance measures were met:	
1.1.	<p>Were flights released in accordance with the certificate holder's procedures?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check at the dispatch center to ensure that no person may start a flight unless an aircraft dispatcher specifically authorizes that flight in accordance with the Certificate Holder's design <i>Sources: 121.593</i></li> <li>2. Check at the dispatch center to ensure when an airplane lands at an intermediate airport specified in the original dispatch release and remains there for not more than one hour no person may start a flight unless an aircraft dispatcher specifically authorizes that flight in accordance with the Certificate Holder's design <i>Sources: 121.593</i></li> <li>3. Check at the air carrier specified location to ensure no person may start a flight unless an aircraft dispatcher specifically authorizes that flight in accordance with the Certificate Holder's design <i>Sources: 121.595(a)</i></li> <li>4. Check at the air carrier specified location to ensure no person may continue a flight from an intermediate airport without re-dispatch if the airplane has been on the ground more than six hours in accordance with the Certificate Holder's design <i>Sources: 121.595(b)</i></li> <li>5. Check at the air carrier specified location to ensure that no person may start a flight under a flight following system without specific authority from the person authorized by the operator to exercise operational</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>control over the flight in accordance with the Certificate Holder's design <i>Sources:</i> 121.597(a)</p> <p>6. Check at the air carrier specified location to ensure that no person may start a flight unless the pilot in command has executed a flight release setting forth the conditions under which the flights will be conducted in accordance with the Certificate Holder's design <i>Sources:</i> 121.597(b)</p> <p>7. Check at the air carrier specified location to ensure that no person may start a flight unless the person authorized by the operator to exercise operational control over the flight has executed a flight release setting forth the conditions under which the flights will be conducted in accordance with the Certificate Holder's design <i>Sources:</i> 121.597(b)</p> <p>8. Check at the air carrier specified location to determine that a flight is prohibited from continuing from an intermediate airport, without a new flight release if the aircraft has been on the ground more than six hours <i>Sources:</i> 121.597(c)</p> <p>9. Check at the dispatch center that no dispatcher would allow a flight to continue to an airport to which it has been dispatched unless the weather conditions at an alternate airport that was specified in the dispatch release are forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport. However, the dispatch release may be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in 14CFR Part 121.639 through 121.647 in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(b)</p> <p>10. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.593 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>11. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.599 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>12. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.601 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>13. Check at the air carrier specified location by observing a person exercising operational control to ensure they would not change an original destination or alternate airport that is specified in the original</p>	
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	<p>flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.603 are met at the time of re-release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
14.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.605 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
15.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.607 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
16.	<p>Check at the air carrier specified location by observing a person exercising operational control to ensure they would not change an original destination or alternate airport that is specified in the original flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.609 are met at the time of re-release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
17.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.611 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
18.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.613 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
19.	<p>Check at the air carrier specified location by observing a person exercising operational control to ensure they would not change an original destination or alternate airport that is specified in the original flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.615 are met at the time of re-release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
20.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is</p>	

	<p>specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.617 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
21.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.619 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
22.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.621 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
23.	<p>Check at the air carrier specified location by observing a person exercising operational control to ensure they would not change an original destination or alternate airport that is specified in the original flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.623 are met at the time of re-release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
24.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.625 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
25.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.627 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
26.	<p>Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.628 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
27.	<p>Check at the dispatch center by observing a dispatcher to ensure they</p>	

	<p>would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.629 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>28. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.635 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>29. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.637 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>30. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.639 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>31. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.641 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>32. Check at the air carrier specified location by observing a person exercising operational control to ensure they would not change an original destination or alternate airport that is specified in the original flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.643 are met at the time of re-release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>33. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.645 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p>	
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	<p>34. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.647 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>35. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.649 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>36. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.651 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>37. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.652 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>38. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.655 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>39. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.657 are met at the time of re-dispatch in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p> <p>40. Check at the air carrier specified location by observing a person exercising operational control to ensure they would not change an original destination or alternate airport that is specified in the original flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.659 are met at the time of re-release in accordance with the Certificate Holder's design</p>	
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	<p><i>Sources:</i> 121.631(c)</p> <p>41. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.661 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>42. Check at the dispatch center by observing a dispatcher to ensure they would not change an original destination or alternate airport that is specified in the original dispatch release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.173 are met at the time of re-dispatch in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.631(c)</p> <p>43. Check at the dispatch center that each person who amends a dispatch release enroute recorded that amendment.</p> <p><i>Sources:</i> 121.631(d)</p> <p>44. Check at the air carrier specified location that each person who amends a flight release enroute recorded that amendment.</p> <p><i>Sources:</i> 121.631(d)</p>	
1.2.	<p>Were flights operated only over approved areas and routes?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location that all operations are conducted only within the geographical areas authorized in the operations specifications in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 119.5(j)</p> <p>2. Check at the dispatch center by discussing with the dispatcher to determine that he or she understands that no pilot in command may operate an airplane in scheduled air transportation over any route or route segment unless it is specified in the Certificate Holder's operations specifications in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.555(a)</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>
1.3.	<p>Did the certificate holder have sufficient facilities for releasing and monitoring its flights?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location that the Certificate Holder's has enough dispatch centers for the operations to be conducted.</p> <p><i>Sources:</i> 121.107</p> <p>2. Check at the air carrier specified location that the Certificate Holder's has dispatch centers located at points necessary to ensure proper operational control of each flight in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.107</p> <p>3. Check at the air carrier specified location that the Certificate Holder's has an approved flight following system established in accordance with 14CFR Part 121 Subpart U in accordance with the Certificate Holder's</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

	<p>design Sources: 121.125(a)(1)</p> <p>4. Check at the air carrier specified location that by discussing with the flight follower that flight following center(s) is/are located at those points necessary to ensure the proper monitoring of the progress of each flight with respect to its departure at the point of origin in accordance with the Certificate Holder's design Sources: 121.125(a)(2)(i)</p> <p>5. Check at the air carrier specified location that by discussing with the flight follower that flight following center(s) is/are located at those points necessary to ensure the proper monitoring of the progress of each flight with respect to its arrival at its destination in accordance with the Certificate Holder's design Sources: 121.125(a)(2)(i)</p> <p>6. Check at the air carrier specified location that by discussing with the flight follower that flight following center(s) is/are located at those points necessary to ensure the proper monitoring of the progress of each flight including intermediate stops in accordance with the Certificate Holder's design Sources: 121.125(a)(2)(i)</p> <p>7. Check at the air carrier specified location that by discussing with the flight follower that flight following center(s) is/are located at those points necessary to ensure the proper monitoring of the progress of each flight with respect to diversions. Sources: 121.125(a)(2)(i)</p> <p>8. Check at the air carrier specified location that by discussing with the flight follower that flight following center(s) is/are located at those points necessary to ensure the progress of each flight with respect to maintenance or mechanical delays that may be encountered Sources: 121.125(a)(2)(i)</p> <p>9. Check at the air carrier specified location that operator has evaluated the space provided for the number of people working in the dispatch center. Considered the temperature, lighting and noise level conducive to effective human performance, and access to the facility is controlled in accordance with the Certificate Holder's design. Sources: 8400.10, Vol. 6, Chapter 2, Section 18, Paragraph Fig. 6.2.18.1 IV A 1,2,3.</p>	
1.4.	<p>Did the certificate holder use certificated and qualified dispatchers to exercise its authorized operational control duties? <i>Related Performance JTIs:</i></p> <p>1. Check at the dispatch center that the dispatcher exercising operation control has in his or her possession an aircraft dispatcher certificate issued under 14CFR Part 65.51 in accordance with the Certificate Holder's design. Sources: 65.51(a)</p> <p>2. Check at the dispatch center that a dispatcher exercising operation control presents for inspection his or her aircraft dispatcher certificate at the request of the Administer in accordance with the Certificate Holder's design. Sources: 65.51(b)</p> <p>3. Check at the dispatch center that, a dispatcher exercising operation</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

	<p>control, if requested by an authorized representative of the National Transportation Safety Board would present for inspection his or her aircraft dispatcher certificate in accordance with the Certificate Holder's design.</p> <p><i>Sources: 65.51(b)</i></p> <p>4. Check at the dispatch center that, a dispatcher exercising operation control, if requested by Federal law enforcement officer would present for inspection his or her aircraft dispatcher certificate in accordance with the Certificate Holder's design</p> <p><i>Sources: 65.51(b)</i></p> <p>5. Check at the dispatch center that, a dispatcher exercising operation control, if requested by State law enforcement officer would present for inspection his or her aircraft dispatcher certificate in accordance with the Certificate Holder's design</p> <p><i>Sources: 65.51(b)</i></p> <p>6. Check at the dispatch center that, a dispatcher exercising operation control, if requested by local law enforcement officer would present for inspection his or her aircraft dispatcher certificate in accordance with the Certificate Holder's design</p> <p><i>Sources: 65.51(b)</i></p> <p>7. Check at the air carrier specified location that each of its employees is informed of the provisions of its operations specifications that apply to that employee's duties in accordance with the Certificate Holder's design</p> <p><i>Sources: 119.43(c)</i></p> <p>8. Check at the air carrier specified location that each of its employees is informed of the provisions of its operations specifications that apply to that employee's responsibilities in accordance with the Certificate Holder's design</p> <p><i>Sources: 119.43(c)</i></p> <p>9. Check at the air carrier specified location that other persons, used in its operation, are informed of the provisions of its operations specifications that apply to that persons duties in accordance with the Certificate Holder's design</p> <p><i>Sources: 119.43(c)</i></p> <p>10. Check at the air carrier specified location that other persons, used in its operation, are informed of the provisions of its operations specifications that apply to that persons responsibilities in accordance with the Certificate Holder's design</p> <p><i>Sources: 119.43(c)</i></p> <p>11. Check at the dispatch center by interviewing the dispatcher to ensure that the dispatcher remains on duty until each airplane dispatched by him or her has completed its flight, or has gone beyond his or her jurisdiction, or until he or she is relieved by another qualified dispatcher in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.465(a)</i></p>	
1.5.	<p>Did the certificate holder use qualified flight followers to exercise its authorized operational control duties?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location that each of its employees is informed of the provisions of its operations specifications that apply to that employee's duties in accordance with the Certificate Holder's design</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

	<p><i>Sources: 119.43(c)</i></p> <p>2. Check at the air carrier specified location that each of its employees is informed of the provisions of its operations specifications that apply to that employee's responsibilities in accordance with the Certificate Holder's design</p> <p><i>Sources: 119.43(c)</i></p> <p>3. Check at the air carrier specified location that other persons, used in its operation, are informed of the provisions of its operations specifications that apply to that persons duties in accordance with the Certificate Holder's design</p> <p><i>Sources: 119.43(c)</i></p> <p>4. Check at the air carrier specified location that other persons, used in its operation, are informed of the provisions of its operations specifications that apply to that persons responsibilities in accordance with the Certificate Holder's design</p> <p><i>Sources: 119.43(c)</i></p>	
1.6.	<p>Were flight crew personnel advised of all changes that may affect safety of flight?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location that by discussing with the flight follower that flight following centers are located at those points necessary, to ensure that the pilot in command is provided with all information necessary for the safety of the flight.</p> <p><i>Sources: 121.125(a)(2)(ii)</i></p> <p>2. Check at the air carrier specified location by interviewing a person authorized to conduct operational control that no person dispatches an airplane under IFR conditions, when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar, may reasonably be expected along the route to be flown, unless the airborne weather radar equipment is in satisfactory operating condition.</p> <p><i>Sources: 121.357(c)(1)</i></p> <p>3. Check at the air carrier specified location by interviewing a person authorized to conduct operational control that no person dispatches an airplane under VFR conditions, when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar, may reasonably be expected along the route to be flown, unless the airborne weather radar equipment is in satisfactory operating condition.</p> <p><i>Sources: 121.357(c)(1)</i></p> <p>4. Check at the air carrier specified location by interviewing the director of operations to ensure that they are responsible for assuring that each flight is monitored with respect to any known conditions that may adversely affect the safety of flight in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.537(c)(3)</i></p> <p>5. Check at the air carrier specified location that the appropriate operations personnel are notified of each change in equipment in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.539</i></p> <p>6. Check at the air carrier specified location that the appropriate operations personnel are notified of each change in operating procedure in</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

	<p>accordance with the Certificate Holder's design <i>Sources:</i> 121.539</p> <p>7. Check at the air carrier specified location that the appropriate operations personnel are notified of each change in the use of navigation aids in accordance with the Certificate Holder's design <i>Sources:</i> 121.539</p> <p>8. Check at the air carrier specified location that the appropriate operations personnel are notified of each change in the airports in accordance with the Certificate Holder's design <i>Sources:</i> 121.539</p> <p>9. Check at the air carrier specified location that the appropriate operations personnel are notified of each change in the air traffic control procedures and regulations in accordance with the Certificate Holder's design <i>Sources:</i> 121.539</p> <p>10. Check at the air carrier specified location that the appropriate operations personnel are notified of each change in the local airport traffic control rules in accordance with the Certificate Holder's design <i>Sources:</i> 121.539</p> <p>11. Check at the air carrier specified that the appropriate operations personnel are notified of each change in the hazards to flight, including icing and other potentially hazardous meteorological conditions in accordance with the Certificate Holder's design <i>Sources:</i> 121.539</p> <p>12. Check at the air carrier specified location that the appropriate operations personnel are notified of each change in the irregularities in ground and navigation facilities in accordance with the Certificate Holder's design <i>Sources:</i> 121.539</p> <p>13. Check at the dispatch center that if a Certificate Holder's knew of conditions, including airport and runway conditions, that are a hazard to safe operations, it restricted or suspended operations until those conditions were corrected. <i>Sources:</i> 121.551</p> <p>14. Check at the air carrier specified that if a Certificate Holder's conducting supplemental operations, knew of conditions, including airport and runway conditions, that were a hazard to safe operations, it restricted or suspended operations until those conditions were corrected <i>Sources:</i> 121.553</p> <p>15. Check at the air carrier specified location by interviewing the pilot in command, exercising operational control, to ensure that if conditions exist including airport and runway conditions, that are a hazard to safe operations, it restricted or suspended operations until those conditions were corrected. <i>Sources:</i> 121.553</p> <p>16. Check at the dispatch center by observing the dispatcher provides the pilot in command with all available current reports or information and airport conditions that may affect the safety of the flight in accordance with the Certificate Holder's design <i>Sources:</i> 121.601(a)</p> <p>17. Check at the dispatch center by observing the dispatcher provides the pilot in command with all available irregularities of navigation facilities and airport conditions that may affect the safety of the flight in accordance with the Certificate Holder's design</p>	
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	<p><i>Sources:</i> 121.601(a)</p> <p>18. Check at the dispatch center by observing the dispatcher provides the pilot in command. during a flight, any additional available information including irregularities of facilities and services that may affect the safety of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.601(c)</p> <p>19. Check at the aircraft cockpit by querying the pilot in command to ensure they have obtained all available current reports or information on airport conditions that may affect the safety of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.603(a)</p> <p>20. Check at the aircraft cockpit by querying the pilot in command to ensure they have obtained all available current reports or information on irregularities of navigation facilities that may affect the safety of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.603(a)</p> <p>21. Check at the aircraft cockpit by querying the pilot in command that during the flight they obtain any additional available information of irregularities of facilities and services that may affect the safety of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.603(b)</p> <p>22. Check at the dispatch center by reviewing NOTAM's to ensure that no person may dispatch an airplane over an approved route or route segment unless the navigation facilities required by 14 CFR Part 121.103 for the approval of that route or segment are in satisfactory operating condition in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.607(a)</p> <p>23. Check at the air carrier specified location that no person may release an aircraft over any route or route segment unless communication facilities equal to those required by 14 CFR Part 121.121 are in satisfactory operating condition in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.609</p> <p>24. Check at the air carrier specified location to ensure that no person releases an aircraft over any route or route segment unless navigation facilities equal to those required by 14 CFR Part 121.121 are in satisfactory operating condition in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.609</p>	
1.7.	<p>Was the certificate holder able to communicate with flights at any point along the route?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the dispatch center that a two-way radio communication system or other means approved by the administrator, independent of any system operated by the United States, available at points over the entire route, under normal operating conditions (either direct or via approved point-to-point circuits) between each airplane and the appropriate dispatch office, except as specified as Sec121.351(c). in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.99(a); 121.99(b)</p> <p>2. Check at the dispatch center that a two-way radio communication system or other means approved by the administrator, independent of any system operated by the United States, available at points over the</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

	<p>entire route, under normal operating conditions (either direct or via approved point-to-point circuits) between each airplane and the appropriate air traffic control unit, in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.99(a); 121.99(b)</p> <p>3. Check at the dispatch center that a rapid two-way radio communication system or other means approved by the administrator, independent of any system operated by the United States, is available at points over the entire route, under normal operating conditions (either direct or via approved point-to-point circuits) between each airplane and the appropriate dispatch office, except as specified as Sec121.351(c). in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.99(a); 121.99(b)</p> <p>4. Check at the dispatch center t hat a reliable two-way radio communication system or other means approved by the administrator, independent of any system operated by the United States, available at points over the entire route, under normal operating conditions (either direct or via approved point-to-point circuits) between each airplane and the appropriate dispatch office, except as specified as Sec121.351(c). in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.99(a); 121.99(b)</p> <p>5. Check at the dispatch center that a rapid two-way radio communication system or other means approved by the administrator, independent of any system operated by the United States, available at points over the entire route, under normal operating conditions (either direct or via approved point-to-point circuits) between each airplane and the appropriate air traffic control unit. in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.99(a); 121.99(b)</p> <p>6. Check at the dispatch center that a reliable two-way radio communication system or other means approved by the administrator, independent of any system operated by the United States, available at points over the entire route, under normal operating conditions (either direct or via approved point-to-point circuits) between each airplane and the appropriate air traffic control unit in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.99(a); 121.99(b)</p> <p>7. Check at the dispatch center by conducting a communications check to ensure that no person may dispatch an airplane over an approved route or route segment unless the communication required by 14 CFR Part 121.99 for the approval of that route or segment are in satisfactory operating condition in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.607(a)</p> <p>8. Check at the dispatch center to ensure that if, because of technical reasons or other reasons beyond the control of a Certificate Holder's conducting flag operations, the facilities required by 14CFR Part 121.99 are not available over a route or route segment outside the United States, the Certificate Holder's may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that the communication facilities equal to those required are available and are in satisfactory operating condition.</p> <p><i>Sources:</i> 121.607(b)</p> <p>9. Check at the dispatch center to ensure that if, because of technical reasons or other reasons beyond the control of a Certificate Holder's conducting flag operations, the facilities required by 14CFR Part 121.99</p>	
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	<p>are not available over a route or route segment outside the United States, the Certificate Holder's may dispatch an airplane over that route or route segment if the pilot in command and dispatcher find that the navigation facilities equal to those required are available and are in satisfactory operating condition.</p> <p><i>Sources: 121.607(b)</i></p> <p>10. Check at the dispatch center by reviewing the radio recording ensure there is evidence of each enroute radio contact between the Certificate Holder's and its pilots in accordance with the Certificate Holder's design.</p> <p><i>Sources: 121.711</i></p> <p>11. Check at the dispatch center to ensure the evidence of enroute radio contact between the Certificate Holder's and its pilots is retained for at least 30 days in accordance with the Certificate Holder's design.</p> <p><i>Sources: 121.711</i></p>	
1.8.	<p>Did the certificate holder provide the flight crews with all appropriate weather information and the associated minimums?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location that a system acceptable to the Administrator, is available for dissemination of weather characteristics, appropriate to the season, to the pilot in command in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.443(a)</i></p> <p>2. Check at the air carrier specified location that a system acceptable to the Administrator, is available for dissemination of weather characteristics, appropriate to the season, to the appropriate flight operations personnel in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.443(a)</i></p> <p>3. Check at the air carrier specified that the appropriate operations personnel are notified of each change in the hazards to flight, including icing and other potentially hazardous meteorological conditions in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.539</i></p> <p>4. Check at the aircraft cockpit to ensure the pilot in command is thoroughly familiar with reported weather conditions on the route to be flown, before beginning any flight over that route in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.599(b)</i></p> <p>5. Check at the aircraft cockpit to ensure the pilot in command is thoroughly familiar with forecast weather conditions on the route to be flown, before beginning any flight over that route in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.599(b)</i></p> <p>6. Check at the dispatch center by observing the dispatcher provides the pilot in command with all available weather reports of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear, for each route to be flown in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.601(b)</i></p> <p>7. Check at the dispatch center by observing the dispatcher provides the pilot in command. before beginning a flight, with all available weather</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

	<p>forecasts of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear, for each route to be flown. in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.601(b)</p>	
	<p>8. Check at the dispatch center by observing the dispatcher provides the pilot in command. before beginning a flight, all available weather reports of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear, for each airport to be used.. in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.601(b)</p>	
	<p>9. Check at the dispatch center by observing the dispatcher provides the pilot in command. before beginning a flight, all available weather forecast of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear, for each airport to be used.. in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.601(b)</p>	
	<p>10. Check at the dispatch center by observing the dispatcher provides the pilot in command. during a flight, any additional available information of meteorological conditions (including, adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear), that may affect the safety of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.601(c)</p>	
	<p>11. Check at the aircraft cockpit by querying the pilot in command to ensure they have obtained any additional available information of meteorological that may affect the safety of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.603(b)</p>	
	<p>12. Check at the dispatch center, that no person dispatches a flight under VFR conditions unless the ceiling en route, as indicated by available weather reports or forecasts, or any combination thereof, are and will remain at or above applicable VFR minimums until the aircraft arrives at the airport or airports specified in the dispatch release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.611</p>	
	<p>13. Check at the air carrier specified location, that no person releases a flight under VFR conditions unless the ceiling en route, as indicated by available weather reports or forecasts, or any combination thereof, are and will remain at or above applicable VFR minimums until the aircraft arrives at the airport or airports specified in the dispatch release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.611</p>	
	<p>14. Check at the dispatch center, that no person dispatches a flight under VFR conditions unless the visibility en route, as indicated by available weather reports or forecasts, or any combination thereof, are and will remain at or above applicable VFR minimums until the aircraft arrives at the airport or airports specified in the dispatch release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.611</p>	
	<p>15. Check at the air carrier specified location, that no person releases a flight under VFR conditions unless the visibility en route, as indicated by</p>	

	<p>available weather reports or forecasts, or any combination thereof, are and will remain at or above applicable VFR minimums until the aircraft arrives at the airport or airports specified in the flight release in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.611</p>	
16.	<p>Check at the dispatch center to ensure that except as provided in 14CFR Part 121.615, no person dispatches an aircraft for operations under IFR, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.613</p>	
17.	<p>Check at the air carrier specified location to ensure that except as provided in 14CFR Part 121.615, no person releases an aircraft for operations under IFR, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which released in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.613</p>	
18.	<p>Check at the dispatch center to ensure that except as provided in 14CFR Part 121.615, no person dispatches an aircraft for operations under over the top (if applicable), unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched. in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.613</p>	
19.	<p>Check at the air carrier specified location to ensure that except as provided in 14CFR Part 121.615, no person releases an aircraft for operations under over the top (if applicable), unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which released in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.613</p>	
20.	<p>Check at the dispatch center to ensure that no person dispatches an aircraft for a flight that involves extended overwater operation unless appropriate weather reports or forecasts or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at any airport to which dispatched or to any required alternate airport in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.615(a)</p>	
21.	<p>Check at the air carrier specified location to ensure that no person releases an aircraft for a flight that involves extended overwater operation unless appropriate weather reports or forecasts or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at any airport to which released or to any required alternate airport in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.615(a)</p>	
22.	<p>Check at the air carrier specified location that a person exercising operational control would not allow a flight to continue to an airport to</p>	

	<p>which it has been released unless the weather conditions at an alternate airport that was specified in the release are forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport. However, the release may be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in 14CFR Part 121.639 through 121.647 in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.631(b)</i></p>	
1.9.	<p>Did the dispatcher/flight follower comply with the certificate holder's emergency handling procedures?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check at the dispatch center by interviewing the dispatcher to determine if he or she understands that in an emergency situation arising during flight that would require immediate decision and action by him or her, he or she would advise the pilot in command of the emergency <i>Sources: 121.557(b)</i></li> <li>2. Check at the dispatch center by interviewing the dispatcher to determine if he or she understands that in an emergency situation arising during flight that would require immediate decision and action by the dispatcher, they are aware that they shall ascertain the decision of the pilot in command and have the decision recorded <i>Sources: 121.557(b)</i></li> <li>3. Check at the dispatch center by interviewing the dispatcher to determine if he or she understands that in an emergency situation arising during flight that would require immediate decision and action by the dispatcher, and the dispatcher cannot communicate with the pilot that they shall declare an emergency and take any action that they consider necessary under the circumstances in accordance with the Certificate Holder's design <i>Sources: 121.557(b)</i></li> <li>4. Check at the dispatch center that the pilot in command exercises emergency authority, they shall keep the appropriate ATC facility fully informed of the progress of the flight in accordance with the Certificate Holder's design <i>Sources: 121.557(c)</i></li> <li>5. Check at the dispatch center by interviewing the dispatcher to ensure that whenever a dispatcher exercises emergency authority, they shall keep the appropriate ATC facility fully informed of the progress of the flight in accordance with the Certificate Holder's design <i>Sources: 121.557(c)</i></li> <li>6. Check at the aircraft cockpit by interviewing the pilot in command to ensure that whenever a pilot in command exercises emergency authority, they shall keep the appropriate dispatch center fully informed of the progress of the flight in accordance with the Certificate Holder's design <i>Sources: 121.557(c)</i></li> <li>7. Check at the dispatch center that a dispatcher declaring an emergency shall send a written report within 10 days after the date of the emergency, of any deviation through the Certificate Holder's operations manager, to the Administrator in accordance with the Certificate Holder's design</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Sources: 121.557(c)</i></p> <p>8. Check at the dispatch center that a pilot in command declaring an emergency shall send a written report within 10 days after returning to home base, of any deviation through the Certificate Holder's operations manager, to the Administrator in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.557(c)</i></p> <p>9. Check at the air carrier specified location that if an emergency situation arises during flight that required immediate decision and action by appropriate management personnel in the case of operations conducted with a flight following service and which is known to them, those personnel shall advise the pilot in command of the emergency in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.559(b)</i></p> <p>10. Check at the air carrier specified location that if an emergency situation arises during flight that requires immediate decision and action by appropriate management personnel in the case of operations conducted with a flight following service and which is known to them, those persons shall ascertain the decision of the pilot in command, and shall have the decision recorded in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.559(b)</i></p> <p>11. Check at the air carrier specified location that if an emergency situation arises during flight that requires immediate decision and action by appropriate management personnel in the case of operations conducted with a flight following service and which is known to them, those personnel cannot communicate with the pilot, he shall declare an emergency and take any action that he considers necessary under the circumstances in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.559(b)</i></p> <p>12. Check at the air carrier specified location that whenever emergency authority is exercised, the pilot in command shall keep the appropriate ground radio station fully informed of the progress of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.559(c)</i></p> <p>13. Check at the air carrier specified location that if emergency authority is exercised, the appropriate management personnel shall keep the appropriate ground radio station fully informed of the progress of the flight in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.559(c)</i></p> <p>14. Check at the air carrier specified location that the appropriate person declaring the emergency shall send a written report, of any deviation, through the Certificate Holder's director of operations, to the Administrator within 10 days after the flight is completed in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.559(c)</i></p> <p>15. Check at the air carrier specified location that the person declaring the emergency shall send a written report, of any deviation, through the Certificate Holder's director of operations, to the Administrator, for flights operations outside the United States, upon return to the home base in accordance with the Certificate Holder's design</p> <p><i>Sources: 121.559(c)</i></p> <p>16. Check at the aircraft cockpit by interviewing the pilot in command to verify they would not continue to an airport to which they have been dispatched if, in the opinion of the pilot in command the flight cannot be</p>	
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	<p>completed safely; unless, in the opinion of the pilot in command, there is no safer procedure. In that event, continuation toward that airport is an emergency situation as set forth in 14CFR Part 121.557 in accordance with the Certificate Holder's design.</p> <p>Sources: 121.627(a)</p> <p>17. Check at the aircraft cockpit by interviewing the pilot in command to verify they would not continue to an airport to which they have been released if, in the opinion of the pilot in command the flight cannot be completed safely; unless, in the opinion of the pilot in command, there is no safer procedure. In that event, continuation toward that airport is an emergency situation as set forth in 14CFR Part 121.557 in accordance with the Certificate Holder's design.</p> <p>Sources: 121.627(a)</p> <p>18. Check at the aircraft cockpit by interviewing the pilot in command to verify that he would not allow a flight to continue toward any airport to which it has been dispatched if, in the opinion of the dispatcher the flight cannot be completed safely; unless, in the opinion of the pilot in command, there is no safer procedure. In that event, continuation toward that airport is an emergency situation as set forth in 14CFR Part 121.557 in accordance with the Certificate Holder's design</p> <p>Sources: 121.627(a)</p>	
1.10.	<p>Were the certificate holder's flights conducted only into airports certificated under 14 CFR part 139 or authorized by the Administrator?</p> <p><i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location to ensure that they do not operate an airplane designated for at least 31 passenger seats into a land airport of any State of the United States unless that airport is certificated under 14 CFR Part 139, unless otherwise authorized by the Administrator. However, an air carrier may designate and use as a required alternate airport for departure or destination an airport that is not certificated under 14 CFR Part 139 in accordance with the Certificate Holder's design</p> <p>Sources: 121.590(a)</p> <p>2. Check at the air carrier specified location to ensure that no pilot being used by an air carrier may operate an airplane designated for at least 31 passenger seats into a land airport of any State of the United States unless that airport is certificated under 14 CFR Part 139, unless otherwise authorized by the Administrator. However, an air carrier may designate and use as a required alternate airport for departure or destination an airport that is not certificated under 14 CFR Part 139 in accordance with the Certificate Holder's design</p> <p>Sources: 121.590(a)</p> <p>3. Check at the air carrier specified location to ensure that they do not operate an airplane designated for at least 31 passenger seats into a land airport of the District of Columbia unless that airport is certificated under 14 CFR Part 139, unless otherwise authorized by the Administrator. However, an air carrier may designate and use as a required alternate airport for departure or destination an airport that is not certificated under 14 CFR Part 139 in accordance with the Certificate Holder's design</p> <p>Sources: 121.590(a)</p> <p>4. Check at the air carrier specified location to ensure that no pilot operates an airplane designated for at least 31 passenger seats into a land airport</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

	<p>of the District of Columbia unless that airport is certificated under 14 CFR Part 139, unless otherwise authorized by the Administrator. However, an air carrier may designate and use as a required alternate airport for departure or destination an airport that is not certificated under 14 CFR Part 139 in accordance with the Certificate Holder's design  <i>Sources: 121.590(a)</i></p> <p>5. Check at the air carrier specified location to ensure that they do not operate an airplane designated for at least 31 passenger seats into a land airport of any territory of the United States unless that airport is certificated under 14 CFR Part 139, unless otherwise authorized by the Administrator. However, an air carrier may designate and use as a required alternate airport for departure or destination an airport that is not certificated under 14 CFR Part 139 in accordance with the Certificate Holder's design  <i>Sources: 121.590(a)</i></p> <p>6. Check at the air carrier specified location to ensure that no pilot being used by an air carrier may operate an airplane designated for at least 31 passenger seats into a land airport of any territory of the United States unless that airport is certificated under 14 CFR Part 139, unless otherwise authorized by the Administrator. However, an air carrier may designate and use as a required alternate airport for departure or destination an airport that is not certificated under 14 CFR Part 139 in accordance with the Certificate Holder's design  <i>Sources: 121.590(a)</i></p> <p>7. Check at the air carrier specified location to ensure that they do not operate an airplane designated for at least 31 passenger seats into a land airport of any possession of the United States unless that airport is certificated under 14 CFR Part 139, unless otherwise authorized by the Administrator. However, an air carrier may designate and use as a required alternate airport for departure or destination an airport that is not certificated under 14 CFR Part 139 in accordance with the Certificate Holder's design  <i>Sources: 121.590(a)</i></p> <p>8. Check at the air carrier specified location to ensure that the Certificate Holder's conducting passenger-carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under 14 CFR Part 139 of this chapter if the following conditions are met: the airport is adequate for the proposed operation, considering such items as size, surface, obstructions, and lighting in accordance with the air carrier's design.  <i>Sources: 121.590(b)(1)</i></p>	
1.11.	<p>Did the certificate holder follow its procedures for initiating, canceling, and diverting flights?  <i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location by interviewing the director of operations to ensure that the pilot in command and the director of operations are jointly responsible for the initiation of a flight in compliance with this 14CFR Part 121. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate Holder's design.  <i>Sources: 121.537(b)</i></p> <p>2. Check at the air carrier specified by interviewing the director of</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain</p>

	<p>operations to ensure that the pilot in command and the director of operations are jointly responsible for the initiation of a flight in compliance with their operations specifications. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.537(b)</p> <p>3. Check at the air carrier specified location by interviewing the director of operations to ensure that the pilot in command and the director of operations are jointly responsible for the continuation of a flight in compliance with 14CFR Part 121. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.537(b)</p> <p>4. Check at the air carrier specified location by interviewing the director of operations to ensure that the pilot in command and the director of operations are jointly responsible for the continuation of a flight in compliance with operations specifications. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.537(b)</p> <p>5. Check at the air carrier specified location by interviewing the director of operations to ensure that the pilot in command and the director of operations are jointly responsible for the diversion of a flight in compliance with 14CFR Part 121. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.537(b)</p> <p>6. Check at the air carrier specified location by interviewing the director of operations to ensure that the pilot in command and the director of operations are jointly responsible for the diversion of a flight in compliance with operations specifications. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.537(b)</p> <p>7. Check at the air carrier specified location by interviewing the director of operations to ensure that the pilot in command and the director of operations are jointly responsible for the termination of a flight in compliance with 14CFR Part 121. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate Holder's design.</p> <p><i>Sources:</i> 121.537(b)</p> <p>8. Check at the air carrier specified location by interviewing the director of operations to ensure that the pilot in command and the director of operations are jointly responsible for the termination of a flight in compliance with their operations specifications. The director of operations may delegate the functions for the initiation, continuation, diversion, and termination of a flight but he may not delegate the responsibility for those functions in accordance with the Certificate</p>	
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	<p>Holder's design. <i>Sources:</i> 121.537(b)</p> <p>9. Check at the air carrier specified location by interviewing the director of operations to ensure that they are responsible for canceling a flight if in his opinion or the opinion of the pilot in command the flight cannot operate or continue to operate safely as planned or released in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(c)(2)</p> <p>10. Check at the air carrier specified location by interviewing the director of operations to ensure that they are responsible for diverting a flight if in his opinion or the opinion of the pilot in command the flight cannot operate or continue to operate safely as planned or released in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(c)(2)</p> <p>11. Check at the air carrier specified location by observing a person exercising operational control to ensure they would not change an original destination or alternate airport that is specified in the original flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of 14CFR Part 121.597 are met at the time of re-release in accordance with the Certificate Holder's design <i>Sources:</i> 121.631(c)</p>	
1.12.	<p>Did the pilot in command (PIC) ensure the safety of the passengers, crew, and cargo during flight? <i>Related Performance JTIs:</i></p> <p>1. Check at the aircraft cockpit by interviewing the pilot in command to determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the crewmembers in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(d)</p> <p>2. Check at the aircraft cockpit by interviewing the pilot in command to determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the cargo in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(d)</p> <p>3. Check at the aircraft cockpit by interviewing the pilot in command to determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the airplane in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(d)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.13.	<p>Did domestic and flag certificate holders' operations schedules properly consider appropriate winds, cruising speeds, and servicing requirements? <i>Related Performance JTIs:</i></p> <p>1. Check at the air carrier specified location by reviewing the operations schedule to ensure that they allow enough time for the proper servicing of aircraft at intermediate stops in accordance with the Certificate Holder's design <i>Sources:</i> 121.541</p> <p>2. Check at the air carrier specified location by reviewing the operations schedule and flight plans to ensure flight operations schedules consider</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>the prevailing winds en route and the cruising speed of the type of aircraft used. This cruising speed may not be more than that resulting from the specified cruising output of the engines in accordance with the Certificate Holder's design</p> <p><i>Sources:</i> 121.541</p>	
1.14.	<p>Were lease and interchange agreements conducted in accordance with the certificate holder's procedures?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check at the air carrier specified location that the Certificate Holder's exercises operational control for all operations conducted utilizing aircraft wet lease arrangements authorized in operations specifications paragraph A-028. <i>Sources:</i> A.028Aircraft Wet Lease Arrangements</li> <li>2. Check at the air carrier specified location that the Certificate Holder's exercises operational control for all operations conducted utilizing aircraft interchange arrangements authorized in operations specifications paragraph A-029. <i>Sources:</i> A.029Aircraft Interchange Arrangements</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.	<p>Were the certificate holder's policies, procedures, instructions, and information, contained in its manual, for the Operational Control process followed?</p> <p><i>Related Performance JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check at the air carrier specified location that each type of operation is conducted under the appropriate paragraph referenced in 14CFR Part 119 in accordance with the Certificate Holder's design <i>Sources:</i> 119.5(f)(1)</li> <li>2. Check at the air carrier specified location that each type of operation is conducted under the appropriate authorizations that are specified in the operation specifications for that kind of operation in accordance with the Certificate Holder's design <i>Sources:</i> 119.5(f)(2)</li> <li>3. Check at the air carrier specified location that each type of operation is conducted under the appropriate limitations that are specified in the operation specifications for that kind of operation in accordance with the Certificate Holder's design <i>Sources:</i> 119.5(f)(2)</li> <li>4. Check at the air carrier specified location that each type of operation is conducted under the appropriate procedures that are specified in the operation specifications for that kind of operation in accordance with the Certificate Holder's design <i>Sources:</i> 119.5(f)(2)</li> <li>5. Check at the air carrier specified location that operations conducted under exemptions are being conducted IAW the current exemptions in accordance with the Certificate Holder's design <i>Sources:</i> 119.5(g)</li> <li>6. Check at the air carrier specified location that operations conducted under deviations are being conducted IAW those deviations in accordance with the Certificate Holder's design. <i>Sources:</i> 119.5(g)</li> <li>7. Check at the air carrier specified location that all operations are</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>conducted IAW their operating certificate in accordance with the Certificate Holder's design <i>Sources: 119.5(l)</i></p> <p>8. Check at the air carrier specified location that all operations are conducted IAW their operation specifications in accordance with the Certificate Holder's design <i>Sources: 119.5(l)</i></p> <p>9. Check at the air carrier specified location that it is issued operation specifications containing authorizations for each kind of operations it is to conduct in accordance with the Certificate Holder's design <i>Sources: 119.7(a)(1)</i></p> <p>10. Check at the air carrier specified location that it is issued operation specifications containing limitations for each kind of operations it is to conduct in accordance with the Certificate Holder's design <i>Sources: 119.7(a)(1)</i></p> <p>11. Check at the air carrier specified location that it is issued operation specifications that contain certain procedures, if applicable, for each kind of operation it is to conduct in accordance with the Certificate Holder's design <i>Sources: 119.7(a)(1)</i></p> <p>12. Check at the air carrier specified location that is issued operation specifications that contain procedures for each class of aircraft to be operated in accordance with the Certificate Holder's design <i>Sources: 119.7(a)(1)</i></p> <p>13. Check at the air carrier specified location that it is issued operation specifications that contain procedures for each size of aircraft to be operated in accordance with the Certificate Holder's design <i>Sources: 119.7(a)(2)</i></p> <p>14. Check at the air carrier specified location that by discussing with the contract flight follower (if applicable) that the Certificate Holder's continues to be primarily responsible for operational control of each flight in accordance with the Certificate Holder's design <i>Sources: 121.125(b)</i></p> <p>15. Check at the air carrier specified location that by discussing with the flight follower that they are able to perform the function of operational control and required duties in accordance with the Certificate Holder's design <i>Sources: 121.127(b)</i></p> <p>16. Check at the air carrier specified location that a system acceptable to the Administrator is available for dissemination of navigation facilities to the pilot in command in accordance with the Certificate Holder's design <i>Sources: 121.443(a)</i></p> <p>17. Check at the air carrier specified location that a system acceptable to the Administrator is available for dissemination of navigation facilities to appropriate flight operations personnel in accordance with the Certificate Holder's design <i>Sources: 121.443(a)</i></p> <p>18. Check at the air carrier specified location that a system acceptable to the Administrator is available for dissemination of communication procedures, including airport visual aids to the pilot in command in accordance with the Certificate Holder's design <i>Sources: 121.443(a)</i></p>	
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19.	Check at the dispatch center by interviewing the dispatcher to ensure they are responsible for operational control while conducting domestic and flag operations in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(a); 121.535(a)	
20.	Check at the dispatch center by interviewing the dispatcher to ensure that the pilot in command and the aircraft dispatcher are jointly responsible for preflight planning in compliance with 14CFR Part 121 in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(b); 121.535(b)	
21.	Check at the dispatch center by interviewing the dispatcher to ensure that the pilot in command and the aircraft dispatcher are jointly responsible for preflight planning in compliance with the Certificate Holder's operations specifications in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(b); 121.535(b)	
22.	Check at the dispatch center by interviewing the dispatcher to ensure that the pilot in command and the aircraft dispatcher are jointly responsible for delay management in compliance with 14CFR Part 121 in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(b); 121.535(b)	
23.	Check at the dispatch center by interviewing the dispatcher to ensure that the pilot in command and the aircraft dispatcher are jointly responsible for delay management in compliance with the Certificate Holder's operations specifications in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(b); 121.535(b)	
24.	Check at the dispatch center by interviewing the dispatcher to ensure that the pilot in command and the aircraft dispatcher are jointly responsible for dispatch release in compliance with 14CFR Part 121 in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(b); 121.535(b)	
25.	Check at the dispatch center by interviewing the dispatcher to ensure that he is responsible for monitoring the progress of each flight in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(c)(1); 121.535(c)(1)	
26.	Check at the dispatch center by interviewing the dispatcher to ensure that the aircraft dispatcher is responsible for issuing necessary information for the safety of the flight in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(c)(2); 121.535(c)(2)	
27.	Check at the dispatch center by interviewing the dispatcher to ensure that the aircraft dispatcher is responsible for canceling a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(c)(3); 121.535(c)(3)	
28.	Check at the dispatch center by interviewing the dispatcher to ensure that the aircraft dispatcher is responsible for re-dispatching a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(c)(3); 121.535(c)(3)	
29.	Check at the aircraft cockpit by interviewing the pilot in command to	

	<p>determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the passengers in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(d); 121.535(d)</p>	
30.	<p>Check at the aircraft cockpit by interviewing the pilot in command to determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the crewmembers in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(d); 121.535(d)</p>	
31.	<p>Check at the aircraft cockpit by interviewing the pilot in command to determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the cargo in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(d); 121.535(d)</p>	
32.	<p>Check at the aircraft cockpit by interviewing the pilot in command to determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the airplane in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(d); 121.535(d)</p>	
33.	<p>Check at the aircraft cockpit by interviewing the pilot in command to understand he or she has full control and authority in the operation of the aircraft, without limitation, over other crewmembers and their duties during flight time, whether or not he holds valid certificates authorizing him to perform the duties of those crewmembers in accordance with the Certificate Holder's design <i>Sources:</i> 121.533(e); 121.535(e)</p>	
34.	<p>Check at the air carrier specified location to determine that the Certificate Holder's understands while conducting supplemental operations it is responsible for operational control in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(a)(1)</p>	
35.	<p>Check at the air carrier specified location to determine the Certificate Holder's has names or titles of those persons authorized by it to exercise operational control in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(a)(2)</p>	
36.	<p>Check at the air carrier specified location by interviewing the director of operations to ensure that they are responsible for assuring that each flight is monitored with respect to departure of the flight from the place of origin and arrival at the place of destination, including intermediate stops and any diversions therefrom in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(c)(1)</p>	
37.	<p>Check at the aircraft cockpit by interviewing the pilot in command to determine their responsibility during flight time they are in command of the aircraft and crew and are responsible for the safety of the passengers in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(d)</p>	
38.	<p>Check at the air carrier specified location by interviewing the pilot in command of an aircraft is responsible for the preflight planning of the flight in compliance with this 14CFR Part 121 in accordance with the Certificate Holder's design <i>Sources:</i> 121.537(e)</p>	
39.	<p>Check at the air carrier specified location by interviewing the pilot in</p>	

	<p>command of an aircraft to verify they are responsible for the preflight planning of the flight in compliance with their operations specifications in accordance with the Certificate Holder's design <i>Sources: 121.537(e)</i></p> <p>40. Check at the air carrier specified location that the pilot in command of an aircraft is responsible for the operation of the flight in compliance with this 14CFR Part 121 in accordance with the Certificate Holder's design <i>Sources: 121.537(e)</i></p> <p>41. Check at the air carrier specified location that each pilot in command of an aircraft is responsible for the operation of the flight in compliance with their operations specifications in accordance with the Certificate Holder's design <i>Sources: 121.537(e)</i></p> <p>42. Check at the dispatch center to ensure that no person may start a flight unless an aircraft dispatcher specifically authorizes that flight in accordance with the Certificate Holder's design <i>Sources: 121.593</i></p> <p>43. Check at the dispatch center to ensure when an airplane lands at an intermediate airport specified in the original dispatch release and remains there for not more than one hour no person may start a flight unless an aircraft dispatcher specifically authorizes that flight in accordance with the Certificate Holder's design <i>Sources: 121.593</i></p> <p>44. Check at the air carrier specified location by interviewing a crew scheduler to determine that if a pilot in command of an aircraft has not served 100 hours as pilot in command in operations under this part in the type of airplane he is operating that, that information is tracked and relayed to dispatch or flight following and they ensure the MDA or DH and visibility landing minimums in the Certificate Holder's operations specification for regular, provisional, or refueling airports are increased by 100 feet and one-half mile (or the RVR equivalent). The MDA or DH and visibility minimums need not be increased above those applicable to the airport when used as an alternate airport, but in no event may the landing minimums be less than 300 and 1 in accordance with the Certificate Holder's design <i>Sources: 121.652(a)</i></p> <p>45. Check at the air carrier specified location that the operational control system being utilized is described in paragraph A-008 of the operations specifications A-008. <i>Sources: A.008Operational Control</i></p> <p>46. Check at the air carrier specified location that the persons responsible for operational control are listed in paragraph A-008 of the operations specifications. <i>Sources: A.008Operational Control</i></p> <p>47. Check at the air carrier specified location that the Certificate Holder's is utilizing specific guidance on supplemental operations as outlined in their operations manual. <i>Sources: A.030Part 121 Supplemental Operations</i></p>	
3	Were the Operational Control process controls followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.	Did the records for the Operational Control process comply with the instructions	<input type="checkbox"/> Yes

	provided in the certificate holder's manual?	<input type="checkbox"/> No, Explain
5.	Were the process measurements for the Operational Control process effective in identifying problems or potential problems and providing corrective action for them?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
6	Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions, and information that are related to this element?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<b>EPI SECTION 1 - PERFORMANCE OBSERVABLES</b> <b>Drop-Down Menu</b>	
1.	Personnel.
2.	Tools and Equipment.
3.	Technical Data.
4.	Procedures, policies or instructions or information.
5.	Materials.
6.	Facilities.
7.	Controls.
8.	Process Measures.
9.	Interfaces.
10.	Desired Outcome.
11.	Other.



## EPI SECTION 2 - MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES

**Objective:** The questions in this section address the responsibility and authority of the process. They are designed to assist the inspector in determining if there is a clearly identifiable, qualified, and knowledgeable person who is responsible for the process, is answerable for the quality of the process, and has the authority to establish and modify the process. (The person with the authority may or may not be the person with the responsibility.)

### Tasks

	To meet this objective, the inspector must accomplish the following tasks:
	NOTE: If no personnel or major program changes (as defined by the principal inspector (PI)) affecting the responsibility or authority attributes for this element have occurred since the last SAI and/or EPI was accomplished, then do not perform tasks 3-6, below. Answer questions 2.1 and 2.2, and provide the name/title.
1.	Identify the person who has overall responsibility for the Operational Control process.
2.	Identify the person who has overall authority for the Operational Control process.
3.	Review the duties and responsibilities for the person(s) who manage the Operational Control process documented in the certificate holder's manual.
4.	Review the appropriate organizational chart.
5.	Discuss the Operational Control process with the management personnel identified in tasks 1 and 2.
6.	Evaluate the qualifications and work experience of the management personnel identified in tasks 1 and 2.

### Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Is there a clearly identified person who is responsible for the quality of the Operational Control process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title:
2.	Is there a clearly identified person who has authority to establish and modify the certificate holder's policies, procedures, instructions, and information for the Operational Control process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title:
3.	Does the responsible person know that he/she has responsibility for the Operational Control process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
4.	Does the person with authority know that he/she has authority for the Operational Control process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
5.	Does the person with responsibility for the Operational Control process meet the qualification standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
6.	Does the person with authority to establish and modify the Operational Control process meet the qualification standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
7.	Does the person with responsibility understand the controls, process	<input type="checkbox"/> Yes

	measurements, and interfaces associated with the Operational Control process?	<input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
8.	Does the person with authority understand the controls, process measurements, and interfaces associated with the Operational Control process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
9.	Does the responsible person know who has authority to establish and modify the Operational Control process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change
10.	Does the individual with authority know who has the responsibility for the Operational Control process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> No Change

EPI SECTION 2 - MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES Drop-Down Menu	
1.	Assignment of responsibility.
2.	Assignment of authority.
3.	Does not understand procedures, policies or instructions and information.
4.	Does not understand controls.
5.	Does not understand process measurements.
6.	Does not understand interfaces.
7.	Span of control.
8.	Position vacant.
9.	Other.